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	CENTRAL INTELLIGENCE AGENCY	RE <b>PORT</b>			
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- and physical safety of railway property and rights of way.
- The drive to enlist 8,000 Reichsbahn employees was expected to create havoc with the operating branches of the Reichsbahn, which was already suffering from a severe shortage of personnel in employment categories Numbers 4 through 7, which include all jobs for which an hourly wage within the range of 1.26 to 1.70 DME per hour is paid. The main reason for the shortage of labor in these wage ranges is the fact that similar employment in other types of industry and government offices throughout East Germany is compensated for at a considerably higher rate of pay. A typical situation was that of a Reichsbahn office which had a T/O calling for 40 persons, of whom only 34 were actually employed and working, or a shortage of help amounting to 15 percent. In spite of this situation, each Reichsbahn office, regardless of the status of its T/O fulfillment, was ordered to make two male employees available by 15 September for the Transport Police program.
- 3. The Transport Police recruitment program was treated with such seriousness by responsible Ministry of Railway Affairs officials that the status of recruitment was being made the subject of detailed reports at each meeting of the Kollegium fuer Eisenbahnwesen, which consists of leading officials of the Ministry who meet several times a month.
- The Soviet Liaison office in the Ministry for Railway Affairs, referred to as "WOSO" was still in existence, although the Soviet officers who formerly came to their offices in uniform had appeared only in civilian attire for the. All of these officers spake impocable terman, the past several m

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practically without any trace of accent, and could easily be mistaken for German nationals by anyone not informed of their Soviet Army status. There was no contact between this office and other German sections of the Ministry, since billings for Soviet Army use of railway equipment had been suspended a few months before. The members of this office appeared to have no direct liaison function, but t ly through the office of Minister of Railway Affairs Roma was some indication, not clearly defined, that these Sov some connection with that section of the Ministry of the Interior which concerned itself with railroad affairs and security. The Soviet officers of the WOSO office had rolling stock available for their use, which they employed in making inspection trips along the main Reichsbahn lines to Frankfurt/Oder, Magdeburg, and a few other long-line roads, but they did not appear to be interested in secondary rail lines.

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- In Veckermuende, where there was a large institution for the treatment of mental defectives, an order was issued requiring the evacuation of these buildings by the patients and hospital staff, on the grounds that they were required for use by mid-September by the KVP. This coincidence of dates may have been connected with the recruitment program for the Transport Folice.
- 7. Another measure to increase the security of the Reichsbahn by infiltration of SSD informants was initiated in the larger Reichsbahn offices and stations, when barber-shops operated by the Reichsbahn were opened at these installations. The barbers were all SSD employees, who were to serve as informants, reporting unguarded utterances made by Reichsbahn personnel during their visits to the shops. It is believed that the main idea behind this move was that a man in a barber's chair is an easy victim of careless conversation, particularly via the enversations are initiated by a talkative tonsorial artist, whose mission it is to provoke the unsuspecting customer into a discussion of his personal views on topics of the times. There has been no indication of the success or failure of this move on the part of the SSD.

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